

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: APD-056-1(63) Dawson
P. I. No.: 132790
S.R. 400 Interchange at S.R. 53

OFFICE: Engineering Services

DATE: December 3, 2008

FROM: Ronald E. Wishon, Acting Project Review Engineer *REW*

TO: Michael Haithcock, P.E. Acting State Consultant Design Engineer

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. Incorporate alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT No.	Description	Savings PW & LCC	Implement	Comments
W-3	Use the "Over" Project Concept	Design Suggestion	No	Due to funding issues a Continuous Flow Intersection (CFI) will be used by the Office of Urban Design. This will be an at-grade intersection which will shorten the project limits.
R-2	Eliminate Access Points where Alternates exists	Design Suggestion	Yes	This should be done pending Right of Way negotiations.
P-2	Reduce width of Frontage Roads	\$1,200,000	Yes	With a Continuous Flow Intersection the Frontage Roads will be removed.
P-3	Reduce width of shoulder on Frontage Roads	\$200,000	Yes	With a Continuous Flow Intersection the Frontage Roads will be removed.
B-9	Relocate or eliminate the Braided Ramp Flyover Structure	\$1,000,000	Yes	With a Continuous Flow Intersection the Braided Flyover Ramp will be removed.
R-3	Eliminate Service Road to Mall	\$1,300,000	No	This no longer applies since an at-grade intersection will be used.
W-1	Use Cast-in-Place Walls	\$5,200,000	No	Since an at-grade intersection will be used, walls will not be required.

ALT No.	Description	Savings PW & LCC	Implement	Comments
B-2	Use two span bridge across S.R. 400	\$1,500,000	No	Since an at-grade intersection will be used, a bridge will not be required.

NOTE: It should be pointed out that subsequent to the VE Study on the above noted project the scope has changed significantly. Most of the VE Alternatives are no longer applicable.

This will bring the VE Process to a close on the scope as currently designed. Once the new scope is finalized, another VE Study may be required.

A meeting was held on February 8, 2008 to discuss the above recommendations. George Merritt with FHWA, Mike Reynolds, Fred Enloe, and Ian MacRae with Kissinger Campo, Mike Haithcock and Kim Nesbit with Consultant Design, and Brian Summers, Ron Wishon and Lisa Myers with Engineering Services were in attendance.

Additional information was provided on September 16, 2008.

The results above reflect the consensus of those in attendance and those who provided input.

Approved: Gerald M. Ross Date: 12/2/08
Gerald M. Ross, P. E., Chief Engineer

Approved: Richard Wayne Fedora Date: 12/9/2008
for Rodney Barry, P.E., FHWA Division Administrator

BKS/REW

Attachments

c: R. Wayne Fedora
Latoya Johnson
Paul Liles
Bill Duvall
Bill Ingalsbe
Judy Meisner
James Magnus
Randy Davis
Hiral Patel

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VE Study Implementation

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Damon Frost
Mike Haithcock
Amber Phillips
Ken Werho
Nabil Raad
Lisa Myers

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INTERDEPARTMENT CORRESPONDENCE

FILE **APD-056-1(63)**
 SR 400 at SR 53 in Dawson County
 P.I. No. 132790
 

FROM Michael A Haithcock, P.E., Assistant State Consultant Design Engineer OFFICE Consultant Design DATE September 16, 2007

TO Brian Summers, P.E., State Design Review Engineer
 Attn: Lisa Myers

SUBJECT **VE STUDY RESPONSES**

The following are responses to the Value Engineering Study Report for the Widening, reconstruction and relocation of SR 400 at SR 53 in Dawson County. The intention of these responses are to provide rationale for accepting, rejecting, or modifying the Value Engineering proposals listed throughout the report.

Alternative Number	Description/Responses
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W-3	<i>Construct the "Over" Alternate:</i>
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NO. Due to funding issues a Continues Flow Intersection (CFI) will be done by the Office of Urban Design. The design will be an at grade intersection which will shorten project limits to just north of Dawson Forest intersection. Frontage roads to the east and west of SR 400 will be removed, which will decrease the project footprint saving money on right of way.

- R-2** *Eliminate Direct Access to Properties Where Alternate Access Exists:*
- Yes.** Eliminating of direct access to properties will be considered. Based on traffic operations drive way access at the radius of the intersection will be closed to allow for dual left turn lanes on the left side (SR 400) of the alignment.
- P-2** *Reduce Width of Frontage Road/CD System:*
- Yes.** With the Continues Flow Intersection (CFI) design frontage roads will be removed there for reducing right of way.
- P-3** *Reduce Width of Outside Shoulders on Frontage Roads:*
- Yes.** Width of the outside shoulder will be removed along with frontage roads with the Continues Flow Intersection (CFI) design.
- B-9** *Eliminate the Braided Ramp Flyover*
- Yes.** The braided ramp flyover will be eliminated with the Continues Flow Intersection (CFI) design.
- R-3** *Eliminate Local Service Roads:*
- Maybe.** Some service roads may be needed to divert traffic in construction for Dawson Forrest, Green Forest Drive, Hightower Pkwy and Lumpkin Campground Rd N.
- W-1** *Use Cast-In-Place Retaining Walls in Lieu of Tie-Back Walls:*
- No.** Neither design option will be used; retaining walls are not required for an at grade intersection.
- B-2** *Use a Two-Span Bridge For SR 53 Over SR 400:*
- No.** A bridge is not required for an at grade intersection (CFI).